

NOTES FROM HOME PAPERS.

LONDON, 30th, March.
TENDERS FOR FIRST-CLASS CRUISERS.
 Three Clyde firms have sent in tenders to the Admiralty for two first-class cruisers. All tenders are to be in by April 6.

MR. DAVITT STONED.
 While Mr. Michael Davitt, accompanied by a life-and-drums band, was prosecuting his anti-landlord mission in Charleville, county Cork, on Saturday, he was greeted with a volley of stones. He subsequently held his meeting under the wings of the police.

THE RAILWAY TO KHARTOUM.
 The railway to Khartoum is advancing rapidly, says the Cairo correspondent of the Times. It has now been carried fifty miles south of the Atbara river, and is progressing at the rate of 200 yards daily. It is expected that the line will be completed to Khartoum by November.

A HUGE CHEQUE.
 Messrs. W. D. and H. O. Wills, the tobacco manufacturers, have just drawn a cheque at Bristol for £100,000 in payment of duty on tobacco withdrawn from bond. This, with previous payments made during March, makes a total of over £240,000 for duty paid during the present month by this firm alone.

THE ADMIRALTY AND THE CUNARD COMPANY.
 It was stated by the Chairman of the Cunard Company at the meeting in Liverpool yesterday that the Admiralty had notified that the subsidy would be withdrawn from the *Lucia* and *Cambria* in September next. A Liverpool correspondent states that the White Star Line have received a similar notification in respect of the *Titanic* and *Majestic*.

DEATH OF A KENTISH CENTENARIAN.
 Mrs. Sophia Gray died early this morning at Chatham at the age of 105. The old lady had been in good health up to within the last few days, but owing to the severe weather contracted bronchitis, to which she succumbed. Mrs. Gray, who was born at Tunstall, near Sittingbourne, was in receipt of an annuity from Sir Horatio Davies, member for Chatham. She was married in 1812.

THE NEW TORPEDO-BOAT DESROYERS.
 The contracts for the twelve torpedo-boat destroyers for the Navy have been distributed among six firms according to the facilities offered for speedy delivery. The Fairfield Company, Glasgow, secured two; the other firms were Vickers, Sons and Maxim; Laird Bros.; Palmer and Co.; Hawthorn, Leslie and Co.; and Dorman and Co. The boats are to be 300 tons, and 6,000 horse-power.

A CLEVER LAWYER.
 Mr. Pyke, the Probate and Admiralty Q.C., who has just died at the early age of forty-four, was one of the few superbly brilliant young lawyers who have achieved distinction almost before reaching middle life. Since Mr. Aspinall's death last year he had been the leader of the Court. Mr. Pyke was a Jew, and his widow is a niece of Sir Francis Goldsmid, the first Jewish barrister to receive the honor of "silk."

DEATH OF A QUEEN'S ENGINE DRIVER.
 Mr. John Moon, an engine driver widely known throughout the Great Northern system, has just died at Luton (Bedfordshire). The deceased, who was in his eightieth year, spent nearly half a century on the foot-plate, and eventually became famous by the fact that for seventeen seasons he was chosen driver to the Queen's train from Scotland to London, the whole journey of which he accomplished without the slightest hitch.

CARRIER PIGEONS FROM ATLANTIC LINERS.
 Paris, Monday.—The *Figaro* announces that a carrier pigeon released from one of the French Transatlantic Company's steamers on its way to New York has reached its destination with the first dispatch in the new pigeon service organized by the company. The message was addressed to M. Paoli, the special commissioner of police, who is at present at Nice, in connection with Queen Victoria's visit. The *Figaro* adds that the success of the new service is thus assured.—*Reuter*.

IT IS TIME FOR ADULTS TO DESIST.
 Charles Simpson, eight years of age, of Hales, Bedford, and George Payne, nine years of age, of Heston, Middlesex, recently spied a bottle of whisky outside the shop of Mr. Dench, 167, Brockley-rd. They promptly annexed it, and with the aid of a hairpin as corkscrew, opened the bottle and drank the spirit. Afterwards they were found rolling about the road drunk and very ill. This escapade brought them to Greenwich Police-court, where their parents had to pay a doctor's fee of 3s. 6d. each and were bound over to bring the boys up for judgment in a month.

NEW OPERAS.
 Of Mascagni there is news of deep interest for the musical world. Although "Iris," his latest opera, has not yet made its debut outside Italy, he has three other works in hand. One is entitled "The Masks"; another, "Vestilia," is based upon a stirring romance by the Italian writer, De Zola. The third, "Gaudiana," though short, is said to be of thrilling dramatic interest. In this last-named the composer has set himself to interpret in music the agonies of a "hero" who succumbs to terror at the imminent prospect of death. "Vestilia" is to be a three-act opera. Mascagni has almost finished "The Masks."

DANISHED BOOKMAKERS.
 The French Government finds that its bold action has been very profitable, and the prospects of the bookmakers in France are becoming every day more gloomy. The Government has discovered that as a result of their suppression the receipts of the Pari-Mutuel the other Sunday at Longchamps were 800,000 francs in excess of those of the corresponding Sunday of last year. The gate money also showed an increase of 7,000 francs.

UNDER THESE CIRCUMSTANCES THE SUPPRESSION OF THE BOOKMAKERS, WHICH WAS FIRST LOOKED UPON AS A TEMPORARY MEASURE, WILL PROBABLY BECOME PERMANENT.
 A petition to Queen Victoria, signed by 1,000 British subjects in the Transvaal, was a Times telegram, handed on Friday to the British Agent in Pretoria for transmission to the High Commissioner. It sets forth in detail the grievances of the Outlanders, and says that since 1895, when President Kruger promised reforms, their position has been worse than it was before, and is now intolerable. They are prevented by the direct action of the Government from venturing their grievances, and therefore pray her Majesty to extend her protection to them, cause an inquiry to be held into their complaints, and secure the reform of abuses.

SIGNOR MANCONI'S EXPERIMENTS.
 The wireless telegraphy experiments were continued yesterday between Wimereux, near Boulogne, and the South Foreland, with complete success. A long series of messages was exchanged without a hitch. The experiments will last for some weeks longer, and may then perhaps be carried on between Newhaven and Dieppe, a much longer distance. In an article in the *Daily Telegraph*, describing the way in which this marvellous system works, it

is stated that the vibrations, or "waves," travel with the velocity of light, or about 186,000 miles a second, and, as they are some forty-eight inches from crest to crest, over 250 millions of them beat against the little glass tube in the receiver in every second of time.

AN EXPECTED TRIUMPH FOR THE KILT.
 Last year the Mcnaryshire battalion of the Highland (Volunteer) Brigade resolved unanimously to abandon the trows and adopt the kilt; and the Banffshire battalion is now the only one in the brigade which does not wear the phibleg. It, however, is now desirous of bringing itself into sartorial line. This desire having been communicated to the officer commanding the battalion he has forwarded a query to the Adjutant-General, "Yes" or "No?" to the adoption of the kilt. From the feeling which has already been expressed by officers and men, it is confidently expected that the reply will be in the affirmative. The colonel has explained that owing to the present debt of the battalion it may not be possible to provide the Highland dress at present; but if it is the battalion's desire to have it, he will inquire whether the necessary funds can be obtained.

A LITTLE TOO PREVIOUS.
 On Tuesday night, when the death of Mr. John Sherman, ex-Secretary of State, was reported on apparently good authority, a leading Spiritualist in Washington was holding a seance. The crowning event of the evening was the materialization of the spirit of Mr. Sherman. The supposed soul of the ex-Secretary of State appeared, and told the meeting how pleasant it was to be in Heaven, which was a beautiful place. The spiritualized gentleman remembered his colleagues in Washington. He politely sent his compliments to Mr. McKinley and desired to be remembered to other members of the Administration. He next wrote a message on a slate, the writing being, it is said, an excellent imitation of Mr. Sherman's calligraphy. Naturally, all present were greatly edified at what they had seen and heard at the seance, and went away deeply impressed. The next morning they learnt that Mr. Sherman had not died. His spirit, therefore, could not have been materialized, or brought from Heaven, and they now threaten to sue the medium as an impostor.

MR. OSCAR BARRETT, OF GARRICK AND ADELPHI FAME, IN THE BANKRUPTCY COURT.
 The creditors of Oscar Barrett, the well-known theatrical manager, have met together at the London Bankruptcy Court.

The debtor attributed his insolvency to losses in connection with theatrical ventures, particularly in respect to the pantomimes produced at the Adelphi and the Garrick Theatres. A statement of affairs lodged by the debtor showed unsecured debts £10,047, against assets £4,669. The debtor estimated that his net income during the last two years had not exceeded £200 a year, and said that he had never failed before. Mr. A. A. Benjamin, representing the creditors, raised a question respecting the assignment by the debtor of theatrical properties and effects at the Adelphi Theatre to Messrs. Gatti in February last in consideration of an antecedent debt of £75, and submitted that the assignment was an invalid preference. The debtor explained that he then owed three weeks' rent at £250 a week, and also the salaries of artists, and Messrs. Gatti took over the whole concern with the liabilities. Mr. Benjamin said that the property assigned had realised £1,500. It was intimated that the debtor's affairs would be investigated in the usual course.

WHAT DOES THE WAR OFFICE THINK?
 The St. Petersburg correspondent of the Times states that a week ago Captain Novitsky delivered there a lecture entitled "Military Sketches of India" in the presence of the Grand Duke Vladimir, commanding the troops in the St. Petersburg district, his son, the Grand Duke Alexander, and other high military authorities of the capital. The lecture gave the result of his personal investigation into the state of the Anglo-Indian troops and the military condition of India during a stay of four months in the country last year. Among other matters Captain Novitsky pointed out the low degree of education among the native officers, and the absence of any Government measures for improving their wretched condition.

The lecturer then read a short strategic account of the north-western region of India, dwelling more fully upon British Baluchistan and the Khyber Pass, both of which he had visited. He reviewed the military and political border defences of India, and generally showed that the fortification of the north-west frontier was unsatisfactory, and in a very different state from that in which it had been represented from English sources. According to Captain Novitsky, the attitude of Indian natives towards the English was hostile, but there was less danger in this respect among the native troops and proletariat. The feeling of the natives towards Russia was not what the majority of Russia imagined it to be. The natives had heard very little about Russia, and what they had heard was false and unfavourable. Captain Novitsky illustrated his lecture with coloured photographs of the Indian frontier fortifications, barracks, localities, and types of the native soldiery.—*St. Petersburg*.

COMMERCIAL EDUCATION IN FRANCE.

A report on commercial education in France, by Mr. H. Austin Lee's Commercial Attaché to the French Embassy at Paris, is issued to-day by the Foreign Office. It states that the elementary portion of commercial education is mostly given at establishments (either directly under State control or largely subsidised by the State. A superior council deliberates upon and decides all questions respecting technical education in its entirety. This council is presided over by the Minister of Commerce and Industry, and its members are all directly connected with commercial matters. All the commercial schools are under the Inspector-General of Technical Education. Elementary commercial education along comes directly under the head of State expenditure. The tuition given at these schools is entirely gratuitous and the pupils are mostly day scholars. They are visited and inspected once a month, and the programme of tuition is arranged by a Council of Improvement. The course of study occupies three years. In the higher commercial education the curriculum is based upon two considerations, the present highly developed state of trade and the very close connection between the merchant and the manufacturer.

In view of these considerations great importance is attached to general as well as to special education. The study of two modern languages is made obligatory, and all subjects taught bear directly or indirectly on the object in view. The teaching would appear to consist mainly of lectures, note-taking, and the subsequent elaboration of the latter. Students are constantly questioned by the professors and their note-books inspected. In addition to the ordinary commercial subjects special lectures are given on the Elements of Public and Civil Law, Commercial Law, Maritime Law, Industrial Law, Foreign Commercial Law, History of Commerce, Labour Law, Fiscal and Customs Legislation, Means of Transport, and Commercial Apparatus, such as Telegraphs and electricity. There is also a special colonial school where French colonies are made the subject of special study.

RUSSIA'S BIG RAILWAY.

SOME FIGURES ABOUT THE WORLD'S GREATEST LINE.

The Russian papers, says the London Morning Leader, are full of comments on the immense importance the Siberian railway will be to the Empire.

According to the original project the line would have a length of 4,728 miles, but, as arrangements have now been made by which it will traverse Chinese territory, the total length has been reduced to 4,387 miles. It is true the distance between Tscheljabinsk (Tcheliabinsk) and Vladivostok, the two terminal points of the line, is as the crow flies, 3,111 miles apart, but even this distance exceeds that between New York and San Francisco, hitherto the longest line in the world. The line is being built in sections, and more than half of it has already been given over to traffic. It is hoped that by next year there will be direct communication between the Russian Baltic ports and the Pacific by rail and steamer, and that in five years' time at the utmost the railway will be completed throughout the whole distance.

LAND OF IMMENSE DIFFICULTIES.

The difficulties to be encountered are, of course, immense. Siberia is one of the best watered tracts of the whole world, and not only have immense bridges to be built over the main streams, but all the incalculable engineering has been called into play to overcome the danger occasioned by the periodical rise of the very numerous smaller streams which results in far-reaching floods. Valleys up to 1,000 ft. in length and at a height of 1,400 ft. have been erected, and perhaps the most difficult portion of the whole work is that section which, after leaving Irkutsk, encompasses the southern portion of Lake Baikal. Here the longest tunnel of the whole line, 3,220 yards long, will have to be constructed. To the east of Lake Baikal climatic difficulties commence. In that portion of the Yablonoi Mountains which the line must cross the temperature in June and July is by day 82 degrees and by night 25 degrees Fahrenheit. During the rest of the year the mercury sinks to an unheard-of point. In the Tschita Valley, where deep cuttings have to be made, the ground never thaws, and in some parts is frozen to a depth of over 20 ft. The total cost of the vast project is estimated at upwards of £45,000,000 sterling, three-parts of which sum have up to the present been paid.

SOUTH POLE EXPLORATION.

MR. LLEWELLYN W. LONGSTAFF, THE DONOR OF £25,000.

The London Morning Leader says—Mr. Llewellyn W. Longstaff, of Bidglands, Wimbledon, the donor of the munificent sum of £25,000 for Antarctic exploration is a gentleman verging on the sixties, but does not look his age.

He told a *Leader* representative yesterday afternoon that he had long taken an interest in geography, and it was this interest alone that led him to make the contribution to the Antarctic Expedition Fund announced in the morning paper.

Mr. Longstaff was educated at the Wandsworth Proprietary Grammar School under the late Bishop Staley, and studied chemistry at Frankfort-on-the-Maine, and under Prof. A. W. von Hofmann at the Royal College of Chemistry, then a department of the Royal School of Mines.

He is connected with the firm of Blundell, Spencer and Company, manufacturers and merchants. In 1884 he introduced a system of profit-sharing by gratuities, one of the earliest successful attempts made in England to reconcile the interests of employer and employee. In 1884 he initiated a pension fund for the benefit of the 500 employees of the company. He was president of the Hull Chamber of Commerce and Shipping on the occasion of the visit of the Associated Chambers of the United Kingdom to that port. He has been a fellow of the Royal Geographical Society since 1870, is a fellow of the Royal Meteorological, Zoological, and other societies, and a member of the Royal Institution and of the Royal United Service Institution.

AN UNDISCOVERED CONTINENT.

We understand that Mr. Longstaff's generous subscription brings the South Pole Exploration Fund to about £100,000. More than double this amount is required before the expedition can be equipped. The Antarctic region's measure about 8,000,000 square miles, and we are led by scientists to believe that another continent may be discovered when the mysteries of the South Pole are sought.

In our anxiety to be first at the North Pole, we have not given the opposite end of the earth a fair chance. Perhaps Mr. Longstaff's donation will mark a turning-point in the history of Polar expeditions.

ST. GEORGE'S DAY.

CELEBRATIONS AT SINGAPORE.

To-morrow is St. George's Day, which has necessitated the observance of the customary celebrations at Tanglin being held to-day. The programme for the day is divided into three distinct events—the dropping of the colours of the Royal Lancashire (King's Own) Regiment, the regimental athletic sports this afternoon, and a dramatic performance this evening. The first of these functions took place on the Tanglin parade ground this morning, in the presence of a large gathering of the general public. His Excellency the Governor, who was accompanied by Lady Mitchell, arrived soon after eight o'clock, the battalion presenting arms. Among the spectators were Sir Alexander Swettenham, who rode to the ground on horseback, the Hon'ble A. Murray and the Misses Murray, the Hon'ble J. M. Allison, Mr. and Mrs. Nanson, Mr. and Mrs. W. J. Napier, and others. By the time the troping ceremony was fairly under weigh, the sun had become quite powerful enough to cause inconvenience to the men, but there was no falling out of the ranks. The battalion looked in splendid trim in their khaki uniforms and white helmets surmounted by the gilt spike. Every officer and man wore the red rose of the House of Lancaster on his helmet; and several of the spectators sported the same decoration. The troping of the regimental colours, which were adorned with a wreath of red roses, was watched with great interest. Everything passed off smoothly, and the general effect was extremely striking. After slow marches by both the brass and drum and pipe bands along the ranks and back again, the company detailed to escort the colours was marched forward, and proceeded up and down the ranks of the battalion. Then came the general salute which was received by the Governor, and finally the march past, in quarter column, to the strains of the regimental march. Both bands were heard to great advantage throughout the ceremony, more especially in the slow marches.

Mr. C. J. Rowlandson was in command with Major C. H. Cawne as Field Officer, and Capt. J. H. Lang as Brigade Major. Second-Lieut. O. Borst carried the

colours, the six guards including Capt. T. J. Marker, Lieut. T. G. Parker, Second-Lieut. S. R. Fletcher, Second-Lieut. E. F. Thrupp, Lieut. F. S. R. Johnson, and Lieut. H. Galloway. Lieut. W. A. L. Leithbridge was present in the capacity of Adjutant. The Athletic Sports on the recreation ground at Tanglin Barracks commenced at 4.30 this afternoon, and the variety concert in the Regimental Theatre at eight o'clock. Every facility will be given to civilians attending to witness these entertainments.—*Straits Times*.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1897.

Barometer 29.958
 Thermometer 69.7
 Humidity 86.0
 Rainfall 7.58

TO-DAY.

WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer 30.93 29.92
 Thermometer 76 74
 Humidity 71 69
 Rainfall 0.01

TO-DAY.

Saturday, 29th April, 1899.
 Chinese—20th of 3rd moon of 25th year of Kwang-su.
 Sun—Rises 6hr. 0min.
 Sets 5hr. 55min.
 High water—Morning 10hr. 22min.
 Afternoon none
 Low water—Morning 4hr. 59min.
 Afternoon 4hr. 0min.

ANNIVERSARIES.

1856—Crimean War ended.
 1876—Piracy of a fishing junk near Cape D'Aguilar, Hongkong; 9 of the crew murdered.
 1879—Alexander of Battenburg elected Prince of Bulgaria.
 1892—Great hurricane in Mauritius; over 1,000 lives lost.
 1897—Earthquake at Guadaloupe; many killed enormous damage. Departure of Dr. Ayres.

TO-MORROW.

Sunday, 30th April, 1899.
 Chinese—21st of 3rd moon of 25th year of Kwang-su.
 Sun—Rises 6hr. 0min.
 Sets 5hr. 55min.
 High water—Morning 10hr. 22min.
 Afternoon 4hr. 0min.
 Low water—Morning 4hr. 59min.
 Afternoon 4hr. 0min.

ANNIVERSARIES.

1878—Feng, Taotai of Shanghai died.
 1883—General Grant arrived in Hongkong.
 1896—Oruro-Neuchuang collision at Woon-sung; loss of the former with 300 lives.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
 Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
 Union Church:—Services, 11 a.m. and 6 p.m.
 German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
 St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
 St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
 St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
 St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Noric*) 1st prox.
 Indian (*Catherine Apar*) 1st prox.
 German (*Prussen*) 1st prox.
 Canadian (*Empress of Japan*) 8th prox.
 American (*Nippon Maru*) 10th prox.
 American (*City of Rio de Janeiro*) 18th prox.

The N. P. S. S. Co.'s steamer *Olympia*, arrived at Tacoma from Japan and Hongkong on the 27th instant.

The Nippon Yusen Kaisha's steamer *Tamba Maru* (Europe Line) left Shimomoseki for this port to-day, the 29th inst., and is expected to arrive here on the 3rd proximo.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Den-lavery* from Antwerp and London, left Singapore for this port yesterday, the 28th instant.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Shanghai at 2 p.m. to-day, the 29th inst., and leaves at 11.30 p.m. for Nagasaki, where she is due to arrive at 7 a.m. on Monday, the 3rd proximo.

HONGKONG AND WHAMPOA DOCK RETURNS.
 Isla de Cuba at Kowloon Dock.
 Isla de Luzon " " " "
 Henry Palling " " " "
 Hailing " " " "
 Irene " " " "
 Hongkong Maru " " " "
 China " " " "
 D. Juan d'Austria " Cosmopolitan
 Hohenzollern " " " "

PASSED THE CANAL.
 Outward—28th March—*Heidelberg*, 5th April—*Benlawers*, *Vindobona*, *Kunsmang*, *Siberia*, *Telena*, 7th April—*Broadwayne*, *Goodwin*, 11th April—*Bergen*, *Carigan*, 14th April—*Andrapura*, *Kintuck*, *Laos*, *Bamberg*, *Idomeneus*, *Palatinia*, 18th April—*Glenclochly*, *Habicht*, *Kenmore*, 21st April—*Japan*, *Baynolt*, *Tonkin*.

Homeward—21st April—*Bayern*, *Caledonia*, *Trinita*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following—"I have tried 'Scott's Emulsion' in case of wasting in young children and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.B., B.S., 143, Grafton Road, Bournemouth. See Ad. Children can supply it. Sole Agents for Hongkong and the Straits of Malacca, W. & A. G. Gibb, Livingston & Co., Hongkong.

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIDSURU MARU,"

Captain S. Nagata will be despatched for the above ports TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th April, 1899. [441a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINUN,"

Captain Milroy will be despatched for the above ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 29th April, 1899. [577a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach will be despatched for the above ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 29th April, 1899. [578a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Screw Steamship

"DIAMANTE,"

Captain Taylor will be despatched for the above port, on MONDAY, the 1st May.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 27th April, 1899. [573a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW AND TAIWANFOO.

THE Company's Steamship

"ICHANG,"

Captain Derby will be despatched as above on MONDAY, the 1st May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1899. [568a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Bradley will be despatched as above on TUESDAY, the 2nd May, at 1 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th April, 1899. [570a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin & QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur will be despatched as above on TUESDAY, the 2nd May, at 3 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th April, 1899. [535a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

